

OUR JOBBING DEPARTMENT
HAVING been REPLEN-
ISHED with a large as-
sortment of the latest EUROPEAN
and AMERICAN NOVELTIES,
we are prepared to execute
orders for FANCY WORK with
accuracy and dispatch, and at
very moderate rates.

"CHINA MAIL" OFFICE.



China Mail



Established February, 1846.

VOL. XLX. No. 9874

第八月十年四十九百八千一英

HONGKONG, MONDAY, OCTOBER 8, 1894.

日初九午甲

PRICE, \$2 PER MONTH.

AGENTS FOR THE CHINA MAIL

LONDON:—F. AIGAR, 11 & 12, Clement's Lane, Lombard Street, E. C. GEORGE STREET & CO., 30, Cornhill, GORDON & GOTCH, Ludgate Circus, E.C. BATES & HENRY & CO., 37, Walbrook, E.C. SAMUEL DAACON & CO., 180 & 181, Leadenhall Street, W. M. WILLS, 181, Cannon Street, E.C. ROBERT WATSON, 160, Fleet Street.

PARIS AND EUROPE:—AMEDEE PRINCE, 36, Rue Lafayette, Paris.

NEW YORK:—J. STEWART HAFFER, THE JEWISH EVANGELIST OFFICE, 62, West 22d Street.

SAN FRANCISCO and American Ports generally:—BEAN & BLACK, San Francisco.

AUSTRALIA, TASMANIA, AND NEW ZEALAND:—GORDON & GOTCH, Melbourne and Sydney.

CEYLON:—W. M. SMITH & CO., THE APOTHECARY CO., Colombo.

SINGAPORE, STRAITS, &c.:—KELLY & WALSH, LTD., Singapore.

CHINA:—MASSO, A. A. DA CRUZ, Amoy, N. MOALLE & CO., LIMITED, Foochow, HEDDE & CO., Shanghai, LANE, CRAWFORD & CO., and KELLY & WALSH, Yokohama, LANE, CRAWFORD & CO., and KELLY & CO.

Banks.

THE MERCANTILE BANK OF INDIA, LIMITED.

APPROVED CAPITAL, £1,500,000.
BONDED, £1,125,000.
PAID UP, £562,500.

Bankers: LONDON JOINT STOCK BANK, LTD.

Interest allowed on Current Accounts at the rate of 2% per annum on the Daily Balance.

ON FIXED DEPOSITS:—
For 12 Months, 5%
For 6 Months, 4%
For 3 Months, 3%

JOHN THURBURN,
Manager, Hongkong.

Hongkong, June 18, 1894. 228

THE BANK OF CHINA, JAPAN, AND THE STRAITS, LIMITED.

SUBSCRIBED CAPITAL, £2,000,000.

CAPITAL CALLED UP, 261,093.15.0.

Bankers: CAPITAL & COUNTIES BANK, LIMITED.

Head Office: 3, PRINCE STREET, LONDON.

Branches: BOMBAY, CALCUTTA, HONGKONG & SHANGHAI.

Agencies: PENANG, SINGAPORE AND YOKOHAMA.

RATES OF INTEREST Allowed on Current Accounts and Fixed Deposits can be ascertained on application. Every description of Banking and Exchange business transacted.

CHANTREY INCHBALD,
Manager.

Hongkong, November 6, 1893. 247

THE CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

INCORPORATED BY ROYAL CHARTER 1853.
HEAD OFFICE, LONDON.

CAPITAL PAID-UP, £1,000,000.
RESERVE LIABILITY OF SHARE-HOLDERS, £1,000,000.
RESERVE FUND, £275,000.

INTEREST allowed on Current Account at the rate of 2% per annum on the Daily Balance.

On Fixed Deposits for 12 months 5%
" " " 6 " 4%
" " " 3 " 6%
A. C. MARSHALL,
Manager, Hongkong.

Hongkong, May 17, 1894. 825

HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3% PER CENT. per annum. Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK, to be placed on FIXED DEPOSIT at 5 PER CENT. per annum.

For the Hongkong and Shanghai Banking Corporation,

T. JACKSON,
Chief Manager.

Hongkong, May 15, 1893. 1515

HONGKONG AND SHANGHAI BANKING CORPORATION.

Paid-up Capital, \$10,000,000.

Reserve Fund, \$4,500,000.

Reserve Liability of \$10,000,000.

COUNCIL OF DIRECTORS:—

C. J. HOLIDAY, Esq.—Chairman.

J. S. MOSE, Esq.—Deputy Chairman.

R. M. Gray, Esq. H. O. McConachie.

H. H. Hopkins, Esq. S. C. Michaelson.

H. H. Joseph, Esq.

Hon. J. J. Kewick, D. R. Sesou, Esq.

Julius Kraemer, Esq.

Chief Manager:

Hongkong—T. JACKSON, Esq.

Manager:

Shanghai—H. M. BEVIS, Esq.

London Bankers—London and County Banking Co., Ltd.

Hongkong—Interest allowed.

On Current Account at the rate of 2% per cent. per annum on the daily balance.

On Fixed Deposits:—

For 3 months 3% per annum.

" 6 " 4 "

" 12 " 5 "

T. JACKSON,
Chief Manager.

Hongkong, August 18, 1894. 338

Intimations.

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

A FINAL BONUS OF FIVE PER CENT. ON CONTRIBUTIONS and a DIVIDEND of NINE DOLLARS per Share for the Year 1893 will be payable on MONDAY, the 8th Instant.

WARRANTS may be had on application at the Office of the Society on and after that date.

By Order of the Board,

DOUGLAS JONES,
Acting Secretary.

Hongkong, October 6, 1894. 1610

HONGKONG HOCKEY CLUB.

THE Annual General MEETING of the HONGKONG HOCKEY CLUB will be held in the CRICKET PAVILION, on TUESDAY, 9th October, at 5.15 p.m.

DAVID K. SLIMAN,
Acting Hon. Secretary.

Hongkong, October 5, 1894. 1603

HONGKONG HOCKEY CLUB.

LANE, CRAWFORD & CO.

Business Notices.

LANE, CRAWFORD & CO.

J U S T R E C E I V E D,

LETTS'S DIARIES

FOR

1895.

LANE, CRAWFORD & CO.

TELEPHONE 97.

Hongkong, October 8, 1894. 1623

CANTON DISTRICT.

LOCAL NOTICE TO MARINERS.

No. 48.

Navigation of the Canton River.

HIS EXCELLENCE THE VICEROY of the LIANG KWANG wishes Notice to be given that, in consequence of the WAR WITH JAPAN, ALL VESSELS entering the River MUST STOP OFF CHENG PAS, until they have been inspected and received permission to proceed.

J. H. MAY,
Harbour Master.

Approved: E. B. DREW,
Commissioner of Customs.

Custom House, Canton, 6th October, 1894. 1612

IN THE SUPREME COURT OF HONGKONG.

PROBATE JURISDICTION.

In the Goods of JOHN STEWART LAPRAIK, late of Victoria, in the Colony of Hongkong, Merchant, Deceased.

The 4th DAY OF OCTOBER, 1894.

NOTICE is hereby given that the Honourable the Acting CHIEF JUSTICE having in virtue of Ordinance No. 9 of 1870 Section 3 made an Order limiting to the 12th MAY, 1895, the time for Creditors and others to send in their CLAIMS against the above Estate.

All Creditors are hereby required to send in their CLAIMS before that date to and ALL Persons INDEBTED to the said Estate are requested to make immediate Payment to

JOHN DOUGLASS LAPRAIK,
Victoria,
Hongkong,
Executor in Hongkong of the said Deceased;

or to

VICTOR H. DEACON,
Hongkong,
his Solicitor.

1598

NAVIGATION COMPANY.

WILL despatch VESSELS to the Undermentioned PORTS on the DATES named:—

FOR VESSEL. DATE REMARKS.

LONDON, &c. Siam. Noon, 11th October... See Special Advertisement.

JAPAN. Verona. Noon, 12th Oct. Freight or Passage.

SHANGHAI. Manila. About 19th October... Freight or Passage.

SHANGHAI. Surat. About 23rd October... Freight or Passage.

LONDON. Manila. About 7th Nov. Freight or Passage (calling at MARMESSES, if sufficient inducement offers).

For further Particulars, apply to

F. & O. S. N. Co.'s Office, Hongkong, October 8, 1894. 1620

H. H. JOSEPH, Superintendent.

Hongkong, October 8, 1894. 1620

NEW GOODS.

H.-KONG TRADING CO.

NEW DRESS MATERIALS.

NEW MANTLES and CLOTHS.

NEW MILLINERY.

Nos. 1 to 5, D'AGUILAR STREET.

Hongkong, October 4, 1894. 1595

HONGKONG HOTEL.

Telegraphic Address, "Kremlin"—A. B. C. Code.

Telephone, No. 32.

BOARD and LODGING, from \$5.00 per day.

HYDRAULIC LIFT to all Floors.

The HOTEL STRAN LAUNCH conveys passengers and baggage to and from all Mail Steamers.

R. TUCKER, Manager.

Hongkong, October 4, 1894. 1594

HOTEL CHAMBERS.

BOARD and LODGING, from \$6.00 per month.

ROOMS TO LET on 2nd and 3rd Floors, FURNISHED or UNFURNISHED.

Apply to R. TUCKER, Manager,

or R. LYALL, Secretary.

1518

DAWSON'S PERFECTION OLD SCOTCH WHISKY.

ALL LISTON & CO., SOLE AGENTS, HONGKONG AND THE FAR EAST.

62, QUEEN'S ROAD CENTRAL.

Hongkong, November 11, 1893. 1649

MOUNT AUSTIN HOTEL.

Telephone address, "EXCELSIOR," 1,400 FEET ABOVE THE SEA LEVEL

No. 35.

THIS MAGNIFICENT HOTEL is situated at the most beautiful and healthy part of the Hill District. The

Entertainments.

THEATRE ROYAL,
HONGKONG.

THE BLACK PLAGUE.

THE HONGKONG MINSTRELS
will give
TWO OF THEIR
POPULAR ENTERTAINMENTS,
For the Benefit of the Plague Workers.
Under distinguished Patronage and
Support.

**THE DATES OF THE PERFORM-
ANCES WILL BE ANNOUNCED.**

ENTIRE CHANGE OF PROGRAMME.

Popular Prices, \$2 and \$1.
Soldiers and Sailors in uniform, Half-price
to Back Seats only.

Doors open at 8.30. Commencing at
9 o'clock precisely.

Plan and Tickets at MCINTOSH, KELLY AND
WALSH, LIMITED.

Seats may be booked on and after Saturday,
20th September.

A SPECIAL TRAIN will run to the Peak,
and a SPECIAL LAUNCH to Kowloon, 10
minutes after each Performance.

WILLIAM BLAYNEY,
Hon. Secretary.

Hongkong, September 22, 1894. 1463

For Sale.**FOR SALE.**

We have Received from AMERICA a
Large Consignment of OREGON
PINE PLANK and LOGS, and have also
in STOCK a quantity of CHINESE PINE,
TEAK, &c.

For Particulars, apply to
PROPRIETORS,
YEE MOW TAI,
Timber Yard,
77, YAU MA TI, East.

Hongkong, August 21, 1894. 1385

FOR SALE.

JAPAN HAND-MADE PAPERS.
JAPAN PRINTING PAPERS.
JAPAN COPYING PAPERS.
JAPAN WALL PAPERS.
&c., &c., &c.

PRICE VERY MODERATE.

ORDERS to be respectfully received by
the Undersigned.

MITSUI BUSSAN KAISHA,
8, Queen's Road Central.
Hongkong, January 2, 1894.

To-day's Advertisements.

HONGKONG, CANTON AND MACAO
STEAMBOAT COMPANY,
LIMITED.

SPECIAL CHEAP EXCURSION
TO MACAO.

SHOULD the weather be favourable, the
Steamer *HONAM* will make a Special
TRIP to MACAO, on SUNDAY NEXT,
14th October.

Times of Departure—From HONGKONG at
9 a.m., and returning will leave MACAO at
10 p.m.

Return Fare \$2. No Second Class or
Single Fares. Chinese Servants, 50 Cents
each way.

The FANCY FAIR Postponed from last
Sunday will be held in the PUBLIC GARDENS.
Tickets may be obtained at the OFFICE
of the Company, or on Board the Steamer
on the morning of sailing.

T. ARNOLD,
Secretary.

Hongkong, October 8, 1894. 1625

**THE STRAITS FIRE INSURANCE
COMPANY, LIMITED
(IN LIQUIDATION).**

NOTICE.

A REPLICATION having been made to the
LIQUIDATORS of the STRAITS FIRE INSURANCE
COMPANY, LIMITED, in Singapore,
for the ISSUE of NEW CERTIFICATES
in lieu of Certificates, viz.—

No. 1814 for 50 Shares, numbered 2153
to 2200, and No. 1815 for 50 Shares
numbered 2208 to 2252,

registered in the name of ARTHUR LIBERTY,
in the said Company, on the ground that
the said CERTIFICATES have been LOST.

Notice is hereby given that, if within
FOURTEEN Days from the date hereof to the
Liquidators of the said Company, or good
cause shown why new Certificates should
not be issued, the said application will be
granted.

A. S. MURRAY,
Secretary to Liquidators.

October 8, 1894. 1624

SHIRE LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. GLAMORGANSHIRE,
FROM HAMBURG, ANTWERP,
LONDON AND STRAITS.

CONSIGNMENT of Goods are hereby
informed that all Goods will be
landed at their risk into the Godowns of the
HONGKONG & KOWLOON WHARF & GODOWN
COMPANY, at Kowloon, whence and/or from
the Wharves delivery may be obtained.

No Claims will be admitted after the
Goods have left the Godowns, and all Goods
will be subject to rent.

All Claims against the Steamer must be
presented to the Undersigned on or before
the 13th Inst., or they will not be recognised.

All broken, chafed, and damaged Goods
are to be left in the Godowns, where they
will be examined on the 13th Inst., at 3 p.m.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by

DODWELL, CARLILL & CO.,
Agents.

Hongkong, October 8, 1894. 1615

To-day's Advertisements.**SHANGHAI RACES.**

RETURN TICKETS, FIRST SALOON, for
the above Races, can be obtained on
and after this date by the STEAMERS of
the Undermentioned LINES, available for
ONE MONTH from d. to issue.

Fare \$60.

H. H. JOSEPH,
Superintendent,

P. & O. S. N. Company.

G. DE CHAMPEAUX,
Agent.

Messageries Maritimes Company.

MESSES. MELCHER'S & CO.,
Agents.

Norddeutsche Lloyd.

Hongkong, October 8, 1894. 1014

NOTICE.

**THE JELEBU MINING & TRADING
COMPANY, LIMITED.**

THE Tenth Ordinary General MEETING
of the above Company will be held on
SATURDAY, the 13th October, at Noon,
at the EXCHANGE ROOMS, for the purpose of
receiving the Directors' Report and
Accounts for the half year ended 31st July,
1894.

Admission Cards can be obtained from
the General Agents on the conditions printed
on the back of the Share-warrants, and must be applied for not later than the 10th
Proximo, at Noon.

The Transfer BOOKS of the Company
are CLOSED from To-DAY till the 13th
October, inclusive.

HUTTENBACH BROTHERS & CO.,
General Agents.

Singapore, September 29. 1892

**CHINA NAVIGATION COMPANY,
LIMITED.**

FOR MANILA.

The Steamship
Singking,
Captain DODD, will be
despatched from the above
PORTS on WEDNESDAY, the 9th Instant, at
Noon.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, October 8, 1894. 1586

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI.

The Steamship
Ulysses,
Captain LAFAGE, will be
despatched as above
TUESDAY, the 9th Instant.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, October 8, 1894. 1613

FOR YOKOHAMA AND KOBE.

The Steamship
Nobu,
Capt. E. G. PEATTY, will be
despatched for the above
Ports on WEDNESDAY, the 10th Instant, at
Noon.

This Steamer has superior Accommodation
for First and Second Class Passengers,
and carries a Doctor and a Stewardess.

For Freight or Passage, apply to
SIEMSEN & CO.,
Agents.

Hongkong, October 8, 1894. 1616

SHIRE LINE OF STEAMERS.

FOR NAGASAKI, KOBE AND
YOKOHAMA.

The Steamship
Glamorganshire,
Capt. H. N. WYVILL, will be
despatched as above
WEDNESDAY, the 10th Instant, at
Noon.

For Freight or Passage, apply to
DOUDWELL, CARLILL & CO.,
Agents.

Hongkong, October 8, 1894. 1673

**DOUGLAS STEAMSHIP COMPANY,
LIMITED.**

FOR SWATOW, AMIOY AND TAMSUI.

The Co.'s Steamship
Felicity,
Captain Davis, will be
despatched for the above
Ports on WEDNESDAY, the 10th Inst., at
Daylight.

For Freight or Passage, apply to
DOUGLAS LAPRAK & CO.,
General Managers.

Hongkong, October 8, 1894. 1617

**FOR SINGAPORE, HAVRE AND
HAMBURG.**

(Calling at NAPLES for landing Passengers
if sufficient inducement offers.)

(Taking Cargo at through rates to
ANTWERP, AMSTERDAM, ROTTERDAM,
LISBON, OPORTO, LONDON,
LIVERPOOL AND BREMEN.)

The Steamer
Garda,

Captain J. ENGLERS, will be
despatched for the above
Ports on WEDNESDAY, the 10th Inst., at
4 p.m., instead of as previously
notified.

This Steamer has superior Accommodation
for First and Second Class Passengers
and carries a Doctor and a Stewardess.

For Freight or Passage, apply to
SIEMSEN & CO.,
Agents.

Hongkong, October 8, 1894. 1621

FOR LONDON VIA SUEZ CANAL.

The Steamer
Tantalus,

Captain HANNAH, will be
despatched for the above
Port on WEDNESDAY, the 10th Instant,
at 5 p.m.

This Steamer has superior Accommodation
for Passengers.

For Freight or Passage, apply to
SHEWAN & CO.,
General Managers.

Hongkong, October 8, 1894. 1621

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

The Steamer
Zephyrus,

Captain COBBAN, will be
despatched for the above
Port on WEDNESDAY, the 10th Instant,
at Daylight.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, October 8, 1894. 1621

FOR LONDON VIA SUEZ CANAL.

The Steamer
Gulphus,

Captain COBBAN, will be
despatched for the above
Port on WEDNESDAY, the 10th Instant,
at Daylight.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, October 8, 1894. 1621

Vessels Advertised as Loading.

Destination	Vessel	Agents	Date of Leaving
Bremen & Ports of Cal-	Darmstadt (s)		Oct. 15, at 3 p.m.
Japan	Verona (s)		Oct. 12, noon.
London, v. Suo Omi	Pitha (s)		Oct. 9, daylight.
London, v. Suo Omi	Tantalus (s)		Oct. 11, at noon.
London & Ports of Cal-	Stim (s)		About Nov. 7.
London	Manila (s)		Oct. 9, at 5 p.m.
Manila, via Amoy	Singking (s)		Oct. 17, at noon.
Zanzibar (s)	Malvern (s)		Oct. 10, at noon.
New York	Glengarry (s)		About October 10.
New York	Glengarry (s)		Quick despatch.
New York	Siamese (s)		Quick despatch.
Wandering Jew	Wandering Jew		Oct. 10, at 1 p.m.
Balboa (s)	Port (s)		Oct. 9, at 4 p.m.
Manila, via Amoy & T'ung	Nanyang (s)		Oct. 10, at noon.
Shanghai	Ulysses (s)		Oct. 10, at noon.
Shanghai	Ulysses (s)		Oct. 10, at noon.
Shanghai and Koho	Gilda (s)		Oct. 10, at noon.
Stow, Amoy & Fuchow	Gilda (s)		Oct. 10, at noon.
Swat			

THE CHINA MAIL.

The China Gazette of the 1st inst. says that Dr Dugdale, one of the best known residents in Peking, has been the victim of a dastardly attack by Chinese soldiers.

Frequent complaints are heard as to the unduly large number of unregistered Chinese "wunks" at Kowloon. It is to be hoped the complaints will receive the attention of the police.

The Comercio of the 26th ult. says:—"There was a collision in the waters of the Corregidor, on Friday last week, between the coasting steamer *Vicente Ferry* and *Mendez Nunes*; the latter sustained damage to one of her wheels. The affair is now sub judice."

It has been suggested that the break in the Pekulam conduit was not caused by any weakness of the conduit itself but by the undermining of the embankment below it. Still, it may just as probably have been a leak in the conduit that started the undermining.

TELEGRAPHIC news has been received by a prominent firm in Manila, says the Comercio of the 2nd instant, that the Italian ship *Berna*, which left Manila on the 14th August last, with a cargo of copra, on account of Messrs Stevenson and Co., and bound for Marseilles, was lost at the island of Anambas, near Singapore.

The Comercio of the 26th ult. has the following about Cebu coal:—The steamer *N. S. del Carmen*, arrived to-day from Cebu with 200 tons coal from the Compostela mines. The coal was sold for \$10 and 4 reales per ton. At Compostela a Spanish warship was loading the coal, which is said to be of excellent quality.

H.M.S. *Undaunted* (cruiser) will leave on Wednesday and *Firbrand* (gunboat) immediately for northern treaty ports, most probably in response to appeals for protection from the endangered foreign communities. The China squadron is to be strengthened as soon as possible by the addition of two vessels from the North Pacific station (Esquimalt).

The accident at "Fairies" on Friday evening was not quite so serious as at first reported; Miss Grundy had no bones broken, but only cuts and bruises of slight importance; and the pupil who was with her, Miss Waller (not Miss Fletcher), had her knee sprained and a fracture just above it. It is indeed wonderful that both were not killed on the spot, for the east verandahs on all three floors came down bodily, and the two ladies were almost entirely buried in bricks, tiles and rubbish. The first floor verandah was closed in and used as rooms, and it was in the south corner that the ladies were. The north corner was used as a study, where Mr. Grundy had been until a few minutes before the fall. The schoolroom is not damaged, except a little at the edge of the floors. The debris consists chiefly of exceedingly rotten blue bricks and red mortar, with ordinary tiles. A party of men from the Sailor's Home have been at work all day shifting the ruins and searching for Mr. Grundy's books and papers.

CAPTAIN H. M. Jones, V.C., lately H. B. M. Minister-Resident at Bangkok, has been appointed to the same post, but with an increased allowance, in Lima.

During the temporary absence on leave of Mr. N. J. Haaren, Mr. Goo, Jamison will act as Consul-General and Chief Justice in Shanghai, and Mr. Bullock, lately British Consul at Nowshwang, will take over the duties of Consul and Assistant Judge.

One of the good effects of the China-Japan war, the U.S. Minister informed the *Engelk Times*, will be the establishment of one or more new lines of steamships, between America, Japan, and China, as the existing lines are unable to cope with the large increase of traffic caused by the war, and once formed they are likely to continue rapidly. The shipments of flour and timber goods to China and Japan have been greater during the month of August than for any five months previously.

It appears from Shanghai papers just received that the negotiations regarding the seizure of the *Patton* were chiefly carried on from Shanghai by Mr. Jernigan, the United States Consul-General. As soon as information of the seizure reached Shanghai, Mr. Dugdale wired to Mr. Deane that the cargo on board had been brought to United States neutral, and had been seized. Mr. Deane wired very promptly, for Mr. Jernigan received a telegram early on Saturday afternoon (29th ult.) stating that the *Tung-chi Yamen* had authorised the release of the *Patton* at once on her giving a bond to proceed to Shanghai. The British authorities were also active in the matter. It was the intention at first to send the steamer to Tamsui.

The latest P. & O. steamer, the *Caledonia*, built by Messrs Caird and Co., of Greenock, made her official trial trip in the Clyde on Saturday, and with engines indicating 11,000-horse power steamed 19 knots, or 22 miles per hour. The ship is 480ft. long, 54ft. in breadth, and 37ft. 9in. in depth, and, notwithstanding her great size, 7,500 tons, her lines give her a well-proportioned and graceful appearance. Every improvement has been introduced for the comfort of the 499 passengers which she accommodates, and the saloons and state rooms are artistically finished. Everything that is possible has been done to ensure the safety of passengers and crew, and there are many water-tight compartments. The *Caledonia* has been built to the Admiralty requirements, she, along with other vessels of the same company, having been subsidized for that purpose. The ship, which is fitted with the electric light, will be employed in carrying H. M. Major's mail to India, China, and Australia, and it is interesting to note that she is nearly 15 times greater in tonnage than the *Iberia*, which was the first steamer to inaugurate the company's business as mail carriers for Her Majesty's Government in 1877. It is expected she will take the London mails, via the Suez Canal, to Bombay in 12 days, and to Aden in 25 days. —*Newspaper*.

WEATHER NOTICE.

The following notice was issued from the Observatory:—

On the 7th at 8 a.m. Black North came taken down. At 11.30 a.m., Barometer rising with fresh N. to N.E. winds and fair weather. On the 8th at 11.30 a.m., The barometer has fallen slightly at Bolinao. In Hongkong barometer steady with fresh N. to E.N.W. winds and fair weather. Telegraphic communication between the Observatory and Hongkong continues interrupted.

THE TYPHOON.

Captain Yao of the British ship *Baroness* reports:—"At the commencement of voyage, head winds prevailed, and we took thirty-eight days to the Equator, when we got strong S.E. trades which carried us to 25° S.

Off the Cape of Good Hope, we experienced very fine weather till we arrived in 45° E. long., when we got a series of strong western gales in rapid succession. Ninety-four days out arrived at Azier Point, called there for water and vegetables and proceeded, arrived in China sea about 16° N. got very unsettled weather, with very low glass. Head winds prevailed, but storm passed away, with heavy rain. Cleared up again, with fine variable winds till we sighted the Gap Rock light, when the wind shifted to the N.E. and started to blow hard, with falling glass. On the night of the 4th, the wind increased to a whole gale; on the morning of the 5th, experienced a terrific typhoon bursting on us at dusk. At 4 o'clock a.m., we being under M.L. topsails, which blew away as the wind came, carrying with it the weather main braces, and completely throwing the ship on her beam ends. We were now in a very bad position, being dead on a lee shore, as near as we could calculate, about 7 or 8 miles distant.

At daylight we observed that the water was a curious muddy green appearance, upon which we took a cast of lead, and got 12 fathoms of water, on which as a last resource we dropped both anchors, and got clear for cutting away the masts, at the same time getting the boats over the side. But she held on to her anchor till 6 o'clock, when she parted her starboard chain. The poor chum held her still, and we rode out the whole typhoon with one anchor and 100 fathoms of chain, when we sighted the Shantung next day (as it cleared up and moderated) which took us in tow. The officers and crew were exhausted with 72 hours continuous work. The steamer towed us into port on Sunday morning, July 12th, spoke *Celtic Chief*, from Cambod, bound to Santos, 33 days out, in lat. 2° N., long. 28° W.

The German steamer *Gerda* reports:—"The Kashgarian army corps of 26,000 men, which General Tung-Pu-sing has been raising, is expected in Peking very shortly. He is about fifty years of age, and proved his great ability in suppressing the Ma-hammedan rebellion in Turkestan. Elaborate arrangements for the defence of Peking are described by native correspondents. In addition to the Peking Field Force and Banner organisations ordered to be in readiness for the field, the Emperor issued secret instructions to the Viceroy of Kansu and Governor of Shensi, Honan, Shantung, Shensi, Hunan, Hubei, and Kiangsi, to send immediately all the disciplined forces (Lien-chi) under their command, ready for instant service, to cover Peking, passing at Tung-ching. All have now arrived at their destination, the last body of men being the furthest, or Kansu division of 3,000 foot, and 1,500 horse, under General Liu. Provincial Commander-in-Chief of Kansu. Immediately upon arriving at Tung-ching and having quartered his men, General Liu proceeded to Tientsin to report to the Viceroy Li, under whom all the troops above noted have been placed by the Thung's decree. It is reported that these disciplined troops, i.e., drilled after foreign methods, from these seven provinces number quite 25,000 men, and they are all able-bodied men.—*Newspaper*.

THE DEFENCE OF PEKING.

Shanghai, Oct. 1.

Reports from the North give some idea of how this Chinese naval hero died, in the arms of victory but at the hands of the executioner. On arrival at Port Arthur after he had related his story of the sinking of the four imaginary ships, he was received and his own chariot in the long signalized by the Admiral to stand out of the ship, poor Fong was strutting about feeling very much a hero and with the gaudiness of all the eyes, when two soldiers came down upon him from the fort acting apparently under orders of some one high in authority, and the truthful and gallant captain was haled off with his hands tied behind his back. Nobody knew why till it was all over. No explanations were given, and poor Fong, whose true mission in life was peddling a swanpan was taken before Admiral Yoo Ting inside the fort for a few moments. When he came out again a gentleman carrying a crooked sword accompanied him, and without a trial or anything else the wretched skipper was decapitated on the spot where, a few moments before, he had tingled the blood of his audience with his stirring story of the battle he had been fought and won.—*Gazette*.

SHANGHAI, Oct. 2.

The following report has been issued to the shareholders of the Jelebu Mining and Trading Co.:—

Gentlemen.—Your directors submit a statement of the Company's account for the period from 7th February, 1894, to 31st July, 1894, being the first half of the sixth year of the Company's existence by the Chinese Calendar.

The total number of miners at work on the 31st July was 25 against 29 at the end of the previous half-year.

The labour force has decreased by 29 men and is now 1,144.

The amount of ore and tin, produced and delivered during the period under review, was:—3,624 piculs ore and 163 piculs tin against 7,152 piculs ore and 316 piculs tin for the previous half-year, and against 4,010 piculs ore and 252 piculs tin for the corresponding first half of 1893.

The outstanding advances amounted on 31st July (after deducting \$6,828 written off as bad and doubtful debts) to \$25,783.

The manager reports less advances to be paid.

After paying all charges, writing off the cost of prospecting and a loss on road contracts, and making the usual allowances for depreciation of houses, plant, and furniture, there remains at the credit of profit and loss account the balance of \$9,939.

That balance your directors recommend to be carried forward. Your directors regret that they cannot recommend the payment of a dividend for the past half-year.

It is admitted, however, that the above balance is available for the payment of a dividend, and that, according to the Articles of Association, the reserve fund (standing at \$25,000) can be drawn upon for the equalization of dividends. If, therefore, the shareholders insist upon a dividend, the directors will not oppose (although they cannot approve) a resolution to that effect.

The reasons for the falling off in the Company's ore and tin production, and the consequent reduction of profits, are the same that were given in recent reports.

That is, most of the old mines are gradually getting worked out; and the new mines opened in their places, are being developed but slowly. From the Manager's forecast, it is anticipated that, while the present half-year's production may be the smallest on record since the Company's business was first developed, yet, a fair increase may be shown in the future; but it is, however, uncertain that the output at Jelebu will, in the near future, again reach the figures of the Company's best.

In view of this, your directors, for some time past, have been looking round for other fields of operation, and their efforts in that respect, up to the time of the last report, have periodically reported.

SHANGHAI, Oct. 3.

The following telegram was received by the *Hupao* from its Tientsin correspondent last evening:—"Five thousand Japanese troops and a quantity of military stores sufficient for three months, were landed on the 30th ultimo, at Passat Bay, on the north-east frontier of Corea.

The *Hupao*'s Chotow telegram about the news of the recent landing of Japanese troops at Lintsin, north of the Yellow River. There was also a report current that a force of Japanese had landed near Newchwang.

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A despatch of the men of the *Hupao* to a man regard the statement that the Japanese land no ships as a base for operations.

"Mataram was taken yesterday, after a severe resistance. Our loss was one officer and eleven men killed, and four officers and forty-five men wounded. The Balings left behind them a large number of killed.

—*Newspaper*.

RE-INFORCEMENT OF THE FRENCH CHINA SQUADRON.

The French have ordered three cruisers and a gun-boat to reinforce their China Squadron.

THE FIGHTING IN LOMBOK.

Singapore, Oct. 1.—On Sunday, the following official telegram was received from the Netherlands India Government:

"Mataram was taken yesterday, after a severe resistance. Our loss was one officer and eleven men killed, and four officers and forty-five men wounded. The Balings left behind them a large number of killed.

—*Newspaper*.

A BARBED-WIRE LINE.

Shanghai, Oct. 3.—The foreign survivors to a man regard the statement that the Japanese land no ships as a base for operations.

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—*Newspaper*.

CANTON NOTES.

On the afternoon of the 30th ult. H. E. Cheng Shau Chang, Admiral of the Nan-chang squadron, arrived at Canton from Fumun, his headquarters. Immediately after his arrival he went to the Viceroy to discuss important military affairs.

The freshets of the western tributary of the Canton River have broken many dykes in Szui district, overflowing many fields and washing down many houses. Men and beasts are said to have been drowned by the score.

At a time in the price of rice is anticipated by the failure of corn crops caused by floods and winds in the summer and autumn, the director of the Kim Shin Hospital, Lau Mau Chue, of plague fame, has not the permission of the Viceroy to import 600,000 pounds of rice from Chin-Kiang, free of customs charges by Huchow, so as to lower the price for the benefit of the poor.

A sanguine Tommy Atkins might easily indulge in visions of avenging himself with glory and coming back a general at least.

Mr. Thomas Atkins, however, is too important a person, especially in the East, and has got too much money to train, for him to be allowed to march off whenever better prospects are offered elsewhere.

One cannot blame the authorities for refusing to let him go, but it is not so clear why a special proclamation should be issued forbidding any one else to go. This concession may easily include all our living subjects to observe a strict neutrality and holds out threats of punishment to any one who may enter the military or naval service of either of the belligerents, or who induces or even aids any one else to do so.

Probably this proclamation is meant merely to make it clear to everyone concerned that His Majesty's Government will take no part in supplying either China or Japan with soldiers and arms. If any one goes, he goes entirely at his own risk, in direct contravention of an express order of his Queen, and he must take the consequences.

Nor can we charge the British Government with any breach of neutrality, should a number of adventurous spirits go to join either side.

Government has expressly prohibited them from doing so, and that is all that Government can be expected to do.

That any serious measures will be taken to enforce the neutrality on every British subject, is not likely. It would be quite impossible to do it effectively. A man makes his way to a Chinese or Japanese port calling himself a traveller, a war-correspondent or a trader; he thus goes straight to the Chinese or Japanese authorities and offers his services. The thing is perfectly simple, and the probability is that some adventurous souls will find their way into this war as they have found their way into wars in all time, though their own Governments remained strictly neutral.

Former times the thing was done openly and no one thought anything about it. When war was considered the only occupation fit for men of good birth, young Englishmen, Scotchmen, and Irishmen and their wives, etc., went to the scenes of war, and the remittance, which was not seriously received. They sought honour and military experience in any war that might be going on, and no one thought of questioning the neutrality of their Government on that occasion.

Legislation against this practice is a recent and a terrible abuse of modern times, but the wisdom of such legislation is very questionable.

It begins with it is open to any grave objection that it involves the prohibition of which cannot be enforced.

It makes illegal a thing which is certainly not wrong in itself, but is rather a healthy prompting of the instinct which has done so much good to the British Empire; and it is a disgression. The money was raised on an undue subservience to what the belligerents may say or without reason.

It should be sufficient for Government to remain strictly neutral, leaving private individuals to do as they please. If any of them choose to dedicate themselves or their money to either side, they should be at liberty to do openly, and no just accusation of breach of neutrality could be made against their Government so long as they were left free to act either belligerently.

Huagong Gazette.

THE JEALOUSY OF PEGU.

Shanghai, Oct. 1.

The Kashgarian army corps of 26,000 men, which General Tung-Pu-sing has been raising, is expected in Peking very shortly.

He is about fifty years of age, and proved his great ability in suppressing the Ma-hammedan rebellion in Turkestan.

Elaborate arrangements for the defence of Peking are described by native correspondents.

In addition to the Peking Field Force and Banner organisations ordered to be in readiness for the field, the Emperor issued secret instructions to the Viceroy of Kansu and Governor of Shensi, Honan, Shantung, Shensi, Hunan, Hubei, and Kiangsi, to send immediately all the disciplined forces (Lien-chi) under their command, ready for instant service, to cover Peking, passing at Tung-ching.

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Immediately upon arriving at Tung-ching and having quartered his men, General Liu proceeded to Tientsin to report to the Viceroy Li, under whom all the troops above noted have been placed by the Thung's decree.

It is reported that these disciplined troops, i.e., drilled after foreign methods, from these seven provinces number quite 25,000 men, and they are all able-bodied men.—*Newspaper*.

SHANGHAI, Oct. 2.

Mails.
Occidental & Oriental Steamship Company.
TAKE CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS, AND ATLANTIC & OTHER CONNECTING STEAMERS, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.
Belg (via Nagasaki) WEDNESDAY, Oct. 10, Kobe, Inland Sea at 1 p.m., and Yokohama...
Oceanic (via Nagasaki, Kobe, Inland Sea, and Honolulu) TUESDAY, Oct. 30, 1 p.m., Yokohama...
Gulf (via Nagasaki) TUESDAY, Nov. 20, Kobe, Inland Sea at 1 p.m., and Yokohama...
THE Steamship BELGIC will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA and YOKOHAMA, on WEDNESDAY, the 10th October, at 1 p.m., connection being made at Yokohama with Steamers from Shanghai.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passengers Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates and particulars of the various routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

All Parcel Receipts should be marked to address in full; same will be received at the Company's Office until 6 p.m. the day previous to sailing.

General Invites to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

O. L. GORHAM,
Acting Agent.

Hongkong, September 12, 1894. 1476

U. S. Mail Line.
PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.
Peru (via Nagasaki) SATURDAY, Oct. 20, Kobe, Inland Sea at 1 p.m., and Yokohama...
City of Rio de Janeiro (via Nagasaki) WEDNESDAY, Nov. 7, Kobe, Inland Sea at 1 p.m., and Yokohama...
City of Peking (via Nagasaki, Kobe, Inland Sea, and Yokohama) WEDNESDAY, Nov. 28, 1 p.m., Yokohama...
THE U. S. Mail Steamship PERU will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA and YOKOHAMA, on SATURDAY, 20th October, at 1 p.m., taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained upon application.

Passengers holding through ORDERS TO EUROPE have the option of the Overland Railways from San Francisco, including the SOUTHERN PACIFIC, GENERAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$10.00 Gold in addition to the regular tariff rate.

Passengers holding orders FOR OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and other direct connecting Railways, and from Chicago to destination, the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Mexico, and Panama, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcels will be received at the office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

General Invites to accompany Cargo destined to points beyond San Francisco in the United States, should be sent to the Company's Offices in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

O. L. GORHAM,
Acting Agent.

Hongkong, October 3, 1894. 1500

Mails.

STEAM FOR
CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT.

MEDITERRANEAN PORTS,
PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship SIAM, Captain H. T. WISEMAN, carrying Her Majesty's Mails, will be despatched from this for BOMBAY, on THURSDAY, the 11th October, at Noon, taking Passengers and Cargo for the above Ports. (The Steamer connects at Bombay with the CALEDONIA which Vessel takes on her Cargo for LONDON, via SUEZ CANAL, leaving that port on the 3rd NOVEMBER, 1894).

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 p.m. on the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to
H. J. JOSEPH,
Superintendent.

P. & O. S. N. Co.'s Office,
Hongkong, September 27, 1894. 1556

NORDDEUTSCHER LLOYD
NOTICE.

STEAM FOR
SINGAPORE, COLOMBO, ADEN,
SUZET, PORT SAID,

NAPLES, GENOA,
ANTWERP, BREMEN & HAMBURG,
PORTS IN THE LEVANT, BLACK
SEA & BALTIc PORTS:

ALSO,
LONDON, NEW YORK, BOSTON,
BALTIMORE, NEW ORLEANS,
GALVESTON & SOUTH AMERICAN
PORTS.

THE COMPANY'S STEAMERS WILL CALL
AT SOUTHAMPTON TO LAND PASSENGERS
AND LUGGAGE.

N.B.—Cargo can be taken on through Bills
of Lading for the principal places in
RUSSIA.

For further Particulars, apply to
MELCHERS & CO.,
Agents.

Hongkong, September 22, 1894. 1531

NOTICE.
COMPAGNIE DES MESSAGERIES
MARITIMES.

PAQUEBOT POSTE FRANCAIS.

STEAM FOR

SAIGON, SINGAPORE, BATAVIA,

COLOMBO, PONDICHERRY,

MADRAS, CALCUTTA, ADEN, SUEZ,

FORT SAID.

MEDITERRANEAN AND

BLACK SEA PORTS, ALEXANDRIA,

MARSEILLES, LONDON,

HAVRE AND BORDEAUX:

ALSO

PORTS OF BRAZIL AND LA PLATA.

THROUGH TRAFFIC.

MINING.

REFINERIES.

CHINA SUGAR COMPANY, LIMITED.

LUSON SUGAR COMPANY, LIMITED.

WHARVES.

HK & K. W. WHARF & GODWIN CO.

WANSHAU WAREHOUSE AND STORAGE
COMPANY, LIMITED.

LAND AND BUILDING.

HONGKONG LAND INVESTMENT AND

AGENCY COMPANY, LIMITED.

KOWLOON LAND AND BUILDING
COMPANY, LIMITED.

HAMPBURY'S ESTATE & FINANCE CO.

WEST POINT BUILDING CO., LIMITED.

TRAWMWAYS.

H.K. HIGH-LEVEL TRAMWAYS CO., LTD.

MINING.

JELEBU MINING & TRADING CO., LTD.

PUNJAM MINING CO., LTD.

SOCIETE FRANCAISE DES CHARBONS
DES TROPPIQUES.

N.W. BALMORAL GOLD M'ING CO., LTD.

KABAU ASIA GOLD MINING CO., LTD.

SOCIETE FRANCAISE DES HOUILLERES
DU TONKIN.

PLANTING, ETC.

CHINA F. & F. INSURANCE CO., LTD.

CHINA FIRE INSURANCE CO., LTD.

STRATA FIRE INSURANCE CO., LTD.

DOCKS.

HONGKONG & WHAMPoa DOCK CO., LTD.

TELEGRAPHIC MESSAGES.

TELEGRAPHIC MESSAGES.